vork and passenger amenities Rs. 9 Cr., is. 16 Cr., Rs. 14 Cr., respectively were lurrendered not spent;

(c) what are the main reasons for ion-utilisation of these funds; and

(d) what steps Government propose to take to utilize the allocated funds for providing passenger amenities during 1993-94?

THE MINISTER OF STATE IN THE 'INISTRY OF RAILWAYS (SHRI K. ,v. LENKA): (a) to (c) Allotments of Rs. 65 crore, Rs. 77 crore and Rs. 74 crore during 1989-90, 1990-91 and 1991-92 were under Accident Compensation Safety and Passenger Amenities Fund (ACSPF). This fund includes not only the passenger amenity works but also works under several plan heads *viz.,* Doubling, Traffic Facilities year Remodelling & Others, Bridge Works, Signal and Telecommunication Works, etc. Non-utilisation of these funds fully is on account of several factors such as delay in the availability of site for construction supply of materials, failure of contractors, etc.

(d) The progress of work/expenditure under the Plan head Passenger Amenities is being monitored closely at various levels. The Ministry of Railways is also reviewing the progress periodically.

Shortage of Wagons

1810. SHRI MENTAY PADMA-NABHAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there has been an acute shortage of Wagons;

(b) whether it is also a fact that the Railways have placed orders with the wagon manufacturers, for only six months as against a years orders;

(c) whether it is also a fact that the State-of-Art locomotives from A.B.B. the Railways are acquiring would become idle for non-availability of wagons; and

(d) if so, whether the Railways propose to defer the acquisition of the A.B.B. Locomotive?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) No, Sir.

(b) Orders were inititally released for 6 months pending review of wagons requirement in the face of traffic offerings to Railways not materialising as per expectations. Subsequently, orders have been placet' covering the period October-December 1993 also.

The need to place further orders *lot* the period January-March 1994 is under review-keeping in view the arend on traffic.

(c) No, Sir.

(d) Does not arise .

Bomb Balsts its Dimapur Railway Statior

1811. SHRI V. NARAYANA SAMY-Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that there were two bomb balsts recently in Dimapur Railway Station:

(b) if so, what were the causes of these blasts, the lives lost injured in these blasts; and

(c) the steps taken by Government to avert such bomb blast in future and the details of compensation paid by Government to the relatives of those killed and injured?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. M. SAYEED): (a) The Government of Nagaland has reported that there was one bomb Wast at the Dimapur Railway Station.

(b) The bomb made of TNT was suspected to be placed by underground activists. It was hand-made and included cut pieces of 12mm M.S. rods.

Six persons, including one Official from the Assam Rifles were killed on the spot and 32 civilians including 3 Assam Rifles

Jawans received injuries.

(c) The State Government has issued necessary instructions to all the Districts to maintain vigil in public places, cinema halls, bus stations, railway stations and crowded bazar areas to prevent such incidents and to detect any unclaimed materials or suspected boxes, briefs, tins, etc.

Following assistance has been paid by the State Government to the relatives of the deceased/victims:—

(i) Rs. 10,000/- to the dependents of every deceased

(ii) Rs. 5,000/- to every case of serious injury.

(iii) Rs. 1,000/- to every case of minor injury resulting in hospitalization.

मनमाड और नरदाना के बीच नई रेल लाइन

1812. **श्री अजीत जोगी:** क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार मंध्य रेलवे में मालेगांव-धुले होते हुए मनमाड और नरदाना के बीच नई रेल लाइन बिछाने का विचार रखती है;

(ख) यदि हां, तो उसका ब्यौरा क्या है; और

(ग) यदि नहीं, तो इसके क्या कारण हैं?

रेल मंत्रालय में राज्य मंत्री (श्री के॰सी॰ लेंका): (क) जी, नहीं।

(ख) प्रश्न नहीं उठता।

(ग) संसाधनों की तंगी।

Conversion of rail lines in West Bengal

1813. SHRI SUKOMAL SEN: Will the Minister of RAILWAYS be pleased to state:

(a) the names of the NG and MG lines which are still existing in West Bengal under different Zonal Railways;

(b) whether there is any plan for their conversion into BG lines; and

(c) if so, what are the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) Names of lines in West Bengal with zones in which they are existing are as under:

I. NG Lines:	Zone
1. Ahmadpur-Katwa	Eastern Railway
2. Katwa-Burdhaman	Eastern Railway
3. Shantipur-Nabad wipghat	Eastern Railway
4. Bankura-Rainagar	South Eastern Rly.
5. New Jalpaiguri-Darjeeling	Northeast Frontier Rly.
II. MG Lines	
1. Aluabari Road-Siliguri-Alipurduar	Northeast Frontier Rly.
2. Barsoi-Radhikapur	Northeast Frontier Rly.
3. Alipurduar Jn. Bamanhat and Gitaldaha	Northeast Frontier Rly.
4. New Jalpaiguri-Siliguri-New Jalpaiguri	Northeast Frontier Rly.

(b) and (c) The Railways have taken up Project UNIGAUGE for converting MG/NG lines to BG to move towards Unigauge. In the first phase lines required on urgent operational/Strategic have been included. These lines will be considered along with other remaining MG/NG lines all over the country when the next phase is taken up.

Closure of train running between Ranchi and Lohardagga in Bihar

1814. SHRI JAGDISH PRASAD MATHUR: Will the Minister of RAILWAYS be pleased to state:

(a) what are the reasons for closing down the passenger train running betwen Ranrhi and I ahardasM in Bihar